THE LATE MR. THOMAS GRAINGER, C.E.—This gentleman, who met with his death by a lamentable accident in a railway collision as we noted last week, was about fifty-seven years of age. He was born, according to the *Scotsman*, at Ratho, near Edinburgh, where his father was a small farmer. He was a pupil of the late Professor Playfair and Dr. Coventry, and commenced his career in Edinburgh as a land-surveyor, having succeeded to the business of the late Mr. John Leslie. The commencement of railways in Scotland opened up a new career for his active and enterprising mind; and to enumerate those with which he was connected in some capacity or another, would be to name most of the lines now constructed in Scotland. He was also engaged on a number of English lines; and was engineer-in-chief of the Leeds and Northern, on a branch or extension of which he met with the accident which resulted in his death, and on which occasion, it is said, he had insured his life against accident for 1,000*l*. Mr. Grainger's greatest work in Scotland was the Edinburgh, Perth, and Dundee Railway; and the largest undertaking with which he was connected in England was the Leeds and Northern line. He had realised a handsome fortune from his professional exertions. In the local affairs of the city of Edinburgh, Mr. Grainger took a warm interest, and was a member of the Improvement Commission up to its close. He was president of the Royal Scottish Society of Arts for two successive sessions. The estate of Craig Park, near Ratho, belonged to him, and he was also owner of some iron, mining, and smelting works in Fife.

THE ROYAL EXCHANGE, LONDON, AND THE NEW MARKETS.—At a Court of Common Council, held on 29th ult. Mr. Norris brought under notice the disfigurement of the Exchange, to which we some time since gave publicity. One of the Gresham committee defended the act, on the ground that the tenants paid high rents, and complained of the unprofitable position of their shops. It came out, nevertheless, that although this shifting of shops into more profitable positions was carried out as a pretended compensation for highness of rents, these rents were to be raised still higher as a compensation for the cost of shifting the shops, a mode of proceeding which seems to leave the ground of the tenants' complaints much where it was, so far, at least, as highness of rents is concerned. Mr. Norris gave notice, "That it is undesirable to proceed further with the alterations, and that the city side of the joint grand Gresham committee, constituting with a portion of the court of the Mercers' Company the trustees under the will of Sir Thomas Gresham, be requested to convey to that body this opinion of the Court."——At same meeting it was stated that the new markets at Copenhagen-fields are to be proceeded with as rapidly as possible. We are glad to observe, however, that an important memorial from the inhabitants of Camden-town, complaining of the proposed site, has been already presented to the Court, and referred to the markets' committee, and we hope this memorial will be speedily followed up by other energetic proceedings against it.

SUSSEX ARCHÆOLOGICAL SOCIETY.—This society held a very successful meeting on the 23rd ult. at Battle Abbey. The Earl of Waldegrave took the chair, and Mr. Mark Anthony Lower, Mr. Blaauw, Rev. Joseph Hunter, and Rev. E. Turner read papers. Mr. Hunter demolished the reputation of the "Roll of Battle Abbey." At the dinner nearly 500 persons sat down, the Earl again presiding, and Mr. Pelham Micklethwaite, Mr. Blaauw, Mr. Lower, Mr. Powell, and others made appropriate speeches. Mr. Britton said, in replying as one of the vice-presidents, "I can look, not only with veneration, but with intense delight, on what our ancestors did in the time that is commonly, but very improperly, called the 'dark ages.' Was it a 'dark age' when the architect designed the buildings around us? Was it a 'dark age' when the builder, from that architect's plans and designs, executed such windows, doors, sculptures, and other architectural features, which we find in these ruins? We come into the world when all the knowledge they possessed has descended to us, and have, in addition, railroads and telegraphs to impart to us with a rapidity and facility of communication which was never known to the ancients, either of Greece, or of Italy, or of Egypt. We live in a most extraordinary age. I often contemplate what has been done in the short space of time that I have lived on the surface of this globe? Look at the wonderful workings of the telegraph! at the surprising works of the railway! and also reflect on what the engineers, at the commencement of the Birmingham Railway, proposed to accomplish,—travel at the rate of fourteen or fifteen miles an hour; and compare that with the rapidity of our travelling to-day from Brighton. These are among the wonders and signs of our age."—Mr. Joseph Ellis, of Brighton, has made the meeting the subject of a poetical flight, "Ye Battel Daye," published in the *Brighton Gazette*.

THE IRON TRADE, &c.—It does not appear that any extensive amount of business was transacted at the late quarterly meetings notwithstanding the previous representations of unusual activity and the resolution not to raise the prices, but it is said, as usual, that since the meetings there has been more stir in the trade. Some branches of manufactures are busy. The brass foundry business, more particularly, is represented to be in a more than ordinarily active state, while copper goods, notwithstanding the late advance in the price of the raw material, are in unusually great request. This demand, it is stated, is occasioned by a general conviction that, high as the present price of copper is, it will be still higher and higher during the ensuing twelve months.——The *New York Herald* says: "The Illinois Central, the Erie, and most of the new western lines of railway want a great deal of iron, and it is our impression that within the next year or two from ten to fifteen millions of dollars worth of such iron will be imported into this country from Great Britain, most of which will be paid for in bonds."

ASSOCIATION FOR THE PROMOTION OF THE FINE ARTS IN SCOTLAND.—The annual meeting of this association took place last week, Sir W. Gibson Craig in the chair. The report—for the taste displayed in which, by the way, we cannot say much—tells us that the amount of subscriptions received for the year was 3,493*l*. from 2,106 old subscribers, and 1,221 new subscribers; being an increase in the amount of the subscriptions over that of last year of 407*l*. Of this sum 1,297*l*. have been expended in the purchase of forty-one paintings from the late exhibition of the Royal Scottish Academy, being more by 126*l*. than was expended by the committee of last year in the same exhibition; 206*l*. on statuettes in statuary porcelain—all first casts, selected from the best works which have been produced by Mr. Copeland,—and in bronze, from Mr. Steel's colossal equestrian statue of the Duke of Wellington, lately erected in Edinburgh; 776*l*. on engravings; and in conformity with the regulations of the Board of Trade, a per centage on the amount of the annual subscriptions has been set aside towards the purchase of a picture for the National Gallery. The committee have determined on issuing an illustrated edition of the principal poetical works of the national poet, Robert Burns, a portion of the work to be brought out annually until completed. The first part will consist of the "Cottar's Saturday Night," embellished with ten compositions by Mr. John Faed, R.S.A.; to be distributed among the members for the year 1852-3.

NEW CHURCH AT CROYDON.—Christ Church, Croydon, has been consecrated by the Archbishop of Canterbury. We understand it is built of flint, with freestone dressings, and will accommodate 700 persons. It is in the Middle Pointed style, and consists of a nave having an apsidal termination eastwards, and transepts north and south, forming in the whole a cross church. It is simple in all its details. The communication with the apse is by a double arch, over which rises a single-storied bellcote. The interior arrangements agree with the exterior. The roof is an open timbered one throughout. The seats are all open, and there are no galleries except in the transepts, so that the congregational arrangement is in no way interfered with. The pulpit stands on the north of the chancel arch, and the reading-desk on the south. The apse is divided by a low rail of traceried panelling. The windows are glazed with very simply floreated painted glass. The decalogue is placed in the nave. The site is enclosed by a low flint wall, with entrance-gates of oak. Mr. Teulon is the architect.

TRINITY COLLEGE CHURCH, EDINBURGH.—A discussion is going on as to the expediency, or otherwise, of rebuilding this church, taken down, it will be remembered, to give a site for a railway station. Mr. D. Cousins declares against the use of the old materials, at all events for the exterior. He says,—"I have carefully examined Trinity College Church from its base to its topmost pinnacle: the exterior mouldings and carved canopies—nay, the very outline of its pinnacles and finials were so weather-worn as to present but shapeless masses, rendering it difficult to trace the original form, save at some sheltered nook where, protected from the storm, the original design could still be traced. The very joints and arrises of the flat masonry were completely destroyed: the cementing matter of the sand-stone had been so washed out by the storms of many centuries that the outer edges might be crushed between the fingers."

MARINE PROPULSION.—Being impressed with the belief that the great defect of the methods at present employed is that a large amount of the motive power is exhausted by levers, cranks, &c. I have endeavoured to invent a plan by which direct action would be obtained, and hope to do so by causing the expansive force of the vapour employed to act between the vessel and a resisting force in the water. This will be better understood by supposing a floating diaphragm (submerged) to be stationed under the vessel's stern, and an elongated piston-rod acting against it coming from horizontal cylinders and thus *pushing* the vessel forward. The resisting surface would assume a horizontal position during the backward movement, and thus offer no resistance, and again become vertical during the forward movement of the piston-rods: thus every ounce of power would be exerted.—O. H. H.

*** With reference to Mr. Gordon's plan, published by us, we received several schemes to effect the same object, one of which indeed was afterwards withdrawn in order that it might be patented.

THE PEEL STATUE FOR BURY.—The statue of the late Sir Robert Peel, by Mr. E. H. Baily, R.A. intended to be erected at Bury, in Lancashire, has been cast by Mr. Robinson, at his foundry in Pimlico, in one piece, with the exception of the skirts of the coat. The statue is 10 feet 6 inches high, and is as in the act of speaking, with the right arm slightly extended. The figure seemed to us clumsy and unlike; the head a reasonably good resemblance. The right arm is a mere wisp of straw, without life or form. There are two bronze reliefs cast for the pedestal, called Commerce and Navigation, the latter much more like a dandy yacht-man than the symbol intended. It is much to be regretted, but so far as we have seen, the demand for statues of the late eminent statesman has not yet elicited a single spark of genius. The reason why may be worth inquiring into.

NEW CHURCH AND SCHOOLS IN LIMEHOUSE.—The sum of 5,000*l*. towards the cost of the erection of a new church and schools, in Limehouse, has been given by Miss Burdett Coutts.

ELEMENTARY DRAWING SCHOOLS.—By a decision of the department of ornamental art, the teachers for the elementary drawing schools shortly to be established will be selected from among the most talented and diligent pupils of the schools of design. The approved pupils will go through a course of preliminary training at the central school, and during that period will be allowed 1*l*. a week, and the lowest salary when they receive an appointment will be 70*l*. a year.

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